



#### Pure stock Rules 2018

The age requirement for Pure stock is 14 years of age and up. All minors must have a notarized release form signed by a legal guardian/parent.

#### Frame

1. American made passenger cars and pick-ups trucks only. Metric frame (monte Carlo, Thunderbird) cars are allowed. Chevrolets Nova's are allowed. Metric framed station wagons are permitted with enclosed rear compartment. No other makes or models will be accepted. No Camaro, Cadillac, Town Cars, Mustang or Corvette. No commercial vehicles, convertibles or sport frame. Altering original frame wheelbase is not allowed. Minimum wheel base 108" per OEM specifications for stock factory production. Allowance to 107.5 for caster adjustment will be allowed at the technical inspection pad. Cars must be stock appearing. No flat sides, late model or modified type sail panels allowed.
2. Fenders may be cut for tire clearance. Cutting width is not exceed 7" of the tire circumference.
3. Body must be in place at the beginning of each race event and kept in an acceptable appearance throughout the season.
4. Doors must be welded or bolted shut.
5. All glass, fiberglass, plastic and trim must be completely removed from the car.
6. Driver and passenger doors may be gutted for roll cage installation, but no other gutting of the car is allowed. This includes hood, truck and roof as well. If hood or truck has already been gutted, angle iron shall be welded in the replace factory material. Full floor pans along with both full front and rear firewalls located in OEM locations are mandatory. No cockpit or interior decking allowed without an inspection panel to determine if full floor is in proper location.
7. Hood and trunk must be secured with hood pins at all times. No holes allowed in hood except for hood pin holes.
8. All openings in the car that could propose a safety hazard to the driver must be sealed shut at all times.
9. Stock OEM bumpers are required for the same make of the car. Bumper loops are also required in front and rear to protect the radiator and fuel cell. The tubing will not exceed 0.95 x 1 ½ OD with a maximum height of 6" tall and no wider than the frame. After market nose may be used but must be installed in a vertical position. If aftermarket nose is used, a tubular bumper may be used and is allowed to extend to the full width of the nose, but must be mounted inside the nose. Stock OEM bumpers may not extend outside the frame horns. No sharp edges allowed.
10. Roll bars must be constructed of 1.5" 0.95" steel tubing minimum. Main roll bar and halo must be a minimum of 1" higher than the driver's helmet. Minimum three (3) door bars on the driver side and a minimum of (2) door bars on the passenger side. Front loop is allowed to protect radiator and front frame arms. Front core support may be removed, but loop may not extent past hood. Maximum size is 1.5" O.D., .095" tubing. All roll cage welds must be complete and pass safety inspection by tech officials. Floor pan may be cut for cage and sub-frame connectors, but must be replaced by a minimum of 20 gauge steel. X-bracing under the driver (frame-to frame) is allowed.

#### Nerf Bars



11. A single nerf bar is allowed on each side of the car. Maximum is 1.5"x0.95". Must be attached to the main cage at the front and rear section of the nerf bar. This means only (2) attachment points are allowed. No open tubing allowed. Tubing must be capped or rounded with no sharp edges. No nerf bars are allowed on the rear outside quarter panel areas. Nerf bars may not extend into wheel well areas.
12. A lifting loop, (cable or chain), is mandatory is must be installed on the front & rear bumpers. The lifting loop must be capable of holding up your car in the event of a rear tow by the wrecker.

#### Engine:

##### Option # 1

1. Open motors can run the vortex cylinder head, intake manifold and camshaft package as the 60 oz crate engine.
2. Straight or V-6 cylinder engine within 11 cubic inches of pure stock OEM specs. A V-8 engine is allowed a maximum of 361 cubic inches. All engines must remain in stock location and installed at stock height. Stock OEM motor mounts are required. May use OEM stock steel replacement motor mounts, which must bolt into ACTUAL OEM stock location by the using the stock bolt holes. Stock, cast iron OEM blocks only. No machining in lifter valley (except for oil flow drain openings), or in lifter bores. Engine components must be stock. No lightening of cranks allowed. No knife edge, no bull nosing, undercut or drilling of second and /or third rod journal throws allowed. Rods must be 5.7" only. Crankshaft must be 3:48" stroke only. Minimum weight for crankshaft is 49lbs. No performance parts. CAST PISTONS four valve pistons. No high performance done style pistons.
3. Compression rule is 160psi max. Compression result is achieved with all spark plugs removed and engine turned over 5 revolutions.
4. .450 max lift cam measured at valve 14inches of vacuum at 1200 rpms.
5. Must have 1" sight plug located in the oil pan between the second and third pan bolt on the driver's side.
6. Cylinder heads must be stock for year, make and model; (305, 350 on 350, etc.) No closed or partially closed chambered heads, maximum 1.94 intake valves and 1.50 exhaust valves. vortex heads allowed. No aluminum heads. Heads may be flat milled for surfacing reasons only. No angle milling. Rocker studs may be pinned. Screw in studs will also be permitted. Casting numbers must be remain is heads. No interior de-burring or grinding allowed. No acid dipping or alterations allowed. Any single valve spring with dampener is allowed. No double or triple springs allowed. No porting, polishing, port matching or coatings of any type allowed. No aluminum or titanium components allowed. Full roller rocker arms and/or roller tip rockers are not allowed. Poly-locks are allowed. Guide plates are allowed.

#### Intake/Manifolds:

1. Stock OEM (4bbl) cast iron intake or factory 305 aluminum intake. No aftermarket intakes allowed. No de-burring or grinding allowed. No porting or polishing of any kind. Blocking of hear risers and EGR holes allowed. No type of RAM air or forced air induction will be allowed. Any valve cover combination allowed.

#### Carburetor:

Open motors must run cast unaltered Holley 4412.No HP series, No XP series 4412

##### Option # 2



1. Pure stock will be allowed to run GM 602 crate motor.
2. Engine rules for this engine will be the specifications provided by GM for the 602 motor.
3. A GM 602 Crate motor with the original GM seals will not be eligible for tear down at tech.
4. If a GM 602 engine has re-built seals, the engine is eligible for tear down and may be inspected at tech using GM 602 specifications as internal engine rules. If a resealed GM 602 is tore down during a post-race inspection, that engine will not be required to be resealed to complete at BGS.
5. GM 602 engine specifications will be used as GM 602 engine rules during that inspection and any further inspections requested by tech.

Carburetor:

1. 602 will run a cast, unaltered Holley 4412 only. No HP series, No XP series

Exhaust:

1. Exhaust manifolds must be stock, cast iron only. No corvette style(2.5" port exhaust) stock manifolds or marine type center dump exhaust manifolds allowed. No porting's, polishing, acid treatment or coating. Exhaust pipes must extend past drivers compartment. Straight exhaust piping with a turndown is allowed X, Y, or any other style exhaust is allowed.

Water pump:

1. Cast iron water pump is required. Pulleys may be aftermarket aluminum. Fan must be steel and attached to water pump. Fan spacers may be used. An additional electric cooling fan may be used to assist cooling under yellow flag periods, but all stock fan, puller and belt components must remain installed.

Ignition:

1. Ignition must remain and be completely OEM stock replacement parts only. Stock HEI ignition is allowed. MSD modules, MSD systems, aftermarket or GM ignition boxes are not allowed.

Fuel Pump:

1. Must be OEM style fuel pump installed in stock OEM location. Carter and Holley manual style pumps are allowed, but must be stock, OEM push rod activated lever style only.

Fuel Tanks:

1. Fuel tank must be securely mounted in trunk of car between frame rails. All cars must have a fuel cell with maximum capacity of 22 gallons. All fuel cells must have a roll-over valve. No plastic boat tanks.

Brakes:

1. Brake system must remain stock, OEM to make and model of car. No aftermarket components on any spindles or hubs. One aftermarket brake Master Cylinder and pedal may be used, but must remain in OEM location with no extension on the push rod or relocation of the pedal assembly. Car must be have a minimum of 3 wheel brakes is working order at all times. No proportioning valves. Rear dis brakes are highly recommended for safety reasons.

Transmission:

1. Any Stock automatic or Manual Transmissions: All torque converters must be stock, working 10" minimum, with ring around it. No modifications. Must be able to sit in gear with brakes applies at 1,800 rpms without torque converter locking up. All forward gears must be in working order on all transmissions plus a neutral and working reverse. No over-driver transmissions. All standard transmissions must be OEM stock with all forward gears and reverse in working order



and minimum 10.5" clutch, pressure plate, and stock steel (minimum 15lbs) flywheel. No mini clutches. Standard transmissions must have ¼" steel plate covering the bell housing 180 degrees over the sides and top of clutch assembly or a blow proof bell-housing. No 5 or 6 speed standard transmissions. No overdrives. Car Must be able to start without assistance. If assistance is required, the car will start at the rear of the scheduled race.

**Rearend:**

1. Must be stock OEM for make, and year of frame. Any gear ratio is allowed as long as the housing doesn't have to be altered. Rear end must be locked. Mini Spools are ok. No limited slip or positive-traction rear ends.

**Steering:**

1. Quick Steers are allowed. Aftermarket steering shaft and quick release steering wheel is recommended.

**Suspension:**

1. Suspension parts must remain stock for year, make and model. No modification to any suspension component. No adjustable or non-adjustable spring spacers. Racing shocks allowed but must have OEM style shock ends and be mounted in the center of the springs on the front. No heim joint mounting style shocks. Bushings may be replaced with stock style OEM type only. No adjustable, rebuild able, or special order shocks allowed.

**Tires:**

1. Asphalt Pull offs. No grooving, siping, or any treatment allowed must durometer 51, or kk704 siping and grooving of kk704 is allowed. No tire treatment is allowed.

**Wheels:**

1. Any 8" steel wheel permitted. No light weight wheels permitted. 5/8 studs and 1" lug nuts are mandatory. No bead locks. Wheel spacers are allowed. Mud plugs or mud protectors are allowed on right side.

**Body:**

1. All Glass, plastic and trim must be removed.
2. No moving of firewall, all holes in firewall must be covered with steel patch. No excessive hole for throttle linkage or brake components, no pedal extensions.
3. Anybody frame combo is allowed unless frame has been specifically listed as illegal as listed in frame section.
4. Original floor and firewall must remain on frame that is being used, and must remain in stock OEM location with OEM mounts.
5. Firewall must be sealed with steel no aluminum or plastic, Must be sealed in such a manner that fire cannot enter driver cockpit. (20 Gauge steel) firewall cannot be moved in anyway cannot be pushed or bend firewall back. You can trim firewall sides and top to allow body to fit but must be sealed back to body.
6. Aluminum bodies allowed must have steel roof and pillars and will have a 100lbs. weight penalty, added (must be 3300lbs) minimum with driver.
7. Body must be mounted in such a way that it appears to be original and presentable. No piece together, No design you own ( Fordelco, suburban, crusier).
8. Body must be mounted securely.
9. Frame cannot be altered to fit body.

**Weight:**



1. Minimum 3200 lbs with driver.
2. Aluminum body must weight 3300lbs with driver minimum.